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60446-227; 02ZFM007

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IN THE CLAIMS:

Please amend the claims as follows:

1. (CURRENTLY AMENDED) A multi-speed transmission assembly for a vehicle comprising:

a plurality of selectable speeds within a main gear box, said the main gearbox having a highest numerical gear ratio; and

at least three selectable speeds within an auxiliary gearbox, and each of said the at least three selectable speeds within said the auxiliary gearbox engageable being selectively engaged in conjunction with the highest numerical gear ratio within said the main gearbox during forward movement of the vehicle.

2. (CANCELLED)

3. (CURRENTLY AMENDED) The assembly of claim 1, wherein the combination of selectable gears providing the highest numerical gear ratio within the main gear box cooperates with the at least three selectable gears within the auxiliary gear box to provide a combined overall highest numerical gear ratio, a combined overall second highest numerical gear ratio, and a combined overall seventh highest numerical gear ratio of the transmission assembly.

4. (CURRENTLY AMENDED) The assembly of claim 1, wherein the plurality of selectable speeds within the main gear box are combinable with the at least three selectable speeds within the auxiliary gearbox to provide a plurality of overall selectable speeds, and a difference between each in gear ratios between each of the plurality of overall selectable speeds step is less than 40 percent.

5. (CURRENTLY AMENDED) The assembly of claim 1, wherein the a ratio between the highest overall forward gear ratio of the transmission assembly and the a lowest overall forward gear ratio of the transmission assembly is greater than or equal to 19 to 1.

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6. (CURRENTLY AMENDED) The assembly of claim 1, wherein a the percent difference between the an ovcrall highest numerical gear ratio and the an overall second highest numerical gear ratio is less than 30%.

7. (CURRENTLY AMENDED) The assembly of claim 1, wherein said the main gearbox includes five gears supported for rotation about a main shaft.

8. (CURRENTLY AMENDED) The assembly of claim 1, wherein the main gear box includes an input shaft and a main shaft, the main shaft supporting a plurality of gears, and the plurality of gears selectively coupled to the main shaft for selecting a gear ratio.

9. (CURRENTLY AMENDED) The assembly of claim 1 claim 8, including at least one countershaft driven by an input gear fixed to the input shaft.

10. (CURRENTLY AMENDED) The assembly of claim 1, wherein the auxiliary gearbox includes at least 2 two gears supported about an output shaft that are selectively coupled to the output shaft by corresponding clutch collars.

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11. (CURRENTLY AMENDED) A low range splitter transmission assembly comprising; a plurality of main gears supported about a main shaft, said main gears selectively coupled to said main shaft to provide a plurality of different main gear ratios, said plurality of main gear ratios having including a highest numerical gear ratio; and

at least two auxiliary gears supported about an output shaft, said at least two auxiliary gears selectively coupled to said output main shaft to provide different split gear ratios, wherein all each of said at least two auxiliary gears gear ratios are selectively engageable during rotation of the output shaft combinable with said plurality of main gears providing said highest numerical gear ratio to provide an overall ratio.

12. (CURRENTLY AMENDED) The assembly of claim 11, wherein there are three of said auxiliary gears, and said highest numerical gear ratio of the plurality of main gears when engaged in combination with said three auxiliary gears provides corresponds with an overall highest numerical gear ratio, a second overall highest numerical gear ratio, and a seventh overall highest numerical gear ratio of the transmission assembly.

13. (CURRENTLY AMENDED) The assembly of claim 11, wherein a percent difference between the overall highest numerical gear ratio and the second overall highest numerical gear ratio provides for allows shifting during rotation of said output shaft.

14. (CURRENTLY AMENDED) The assembly of claim 13, wherein said percent difference between the highest overall numerical gear ratio and the second overall highest numerical gear ratio is less than 30%.

15. (CURRENTLY AMENDED) The assembly of claim 12, wherein the an overall difference between said overall highest numerical gear ratio and an overall lowest numerical gear ratio is between 19:1 and 25:1.

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16. (NEW) A low range splitter transmission assembly for a vehicle comprising:
a main section including a plurality of main gears supported about a main shaft, said main gears selectively coupled to said main shaft to provide a plurality of main gear ratios, said plurality of main gear ratios including a highest numerical gear ratio; and
an auxiliary section including at least two auxiliary gears supported about an output shaft, said at least two auxiliary gears selectively coupled to said output shaft to provide different auxiliary gear ratios, wherein all of said gear ratios are selectively controllable for engagement in combination with said highest numerical gear ratio to provide an overall numerical gear ratio, and each of said plurality of main gears are selectively engageable with both of said at least two auxiliary gears during movement of the vehicle.

17. (NEW) The assembly as recited in claim 16, wherein said plurality of main gears within the main section are combinable with said at least two auxiliary gears within the auxiliary section to provide an overall highest numerical gear ratio.

18. (NEW) The assembly as recited in claim 16, wherein said plurality of main gears includes five gears, and said at least two auxiliary gears includes three gears.